

Seventh & South Jackson^{st.}



INTERNATIONAL SPECIAL REVIEW DISTRICT
CERTIFICATE OF APPROVAL CYCLE 5
709 S JACKSON ST FINAL APPLICATION PACKET
DONH-COA-00278

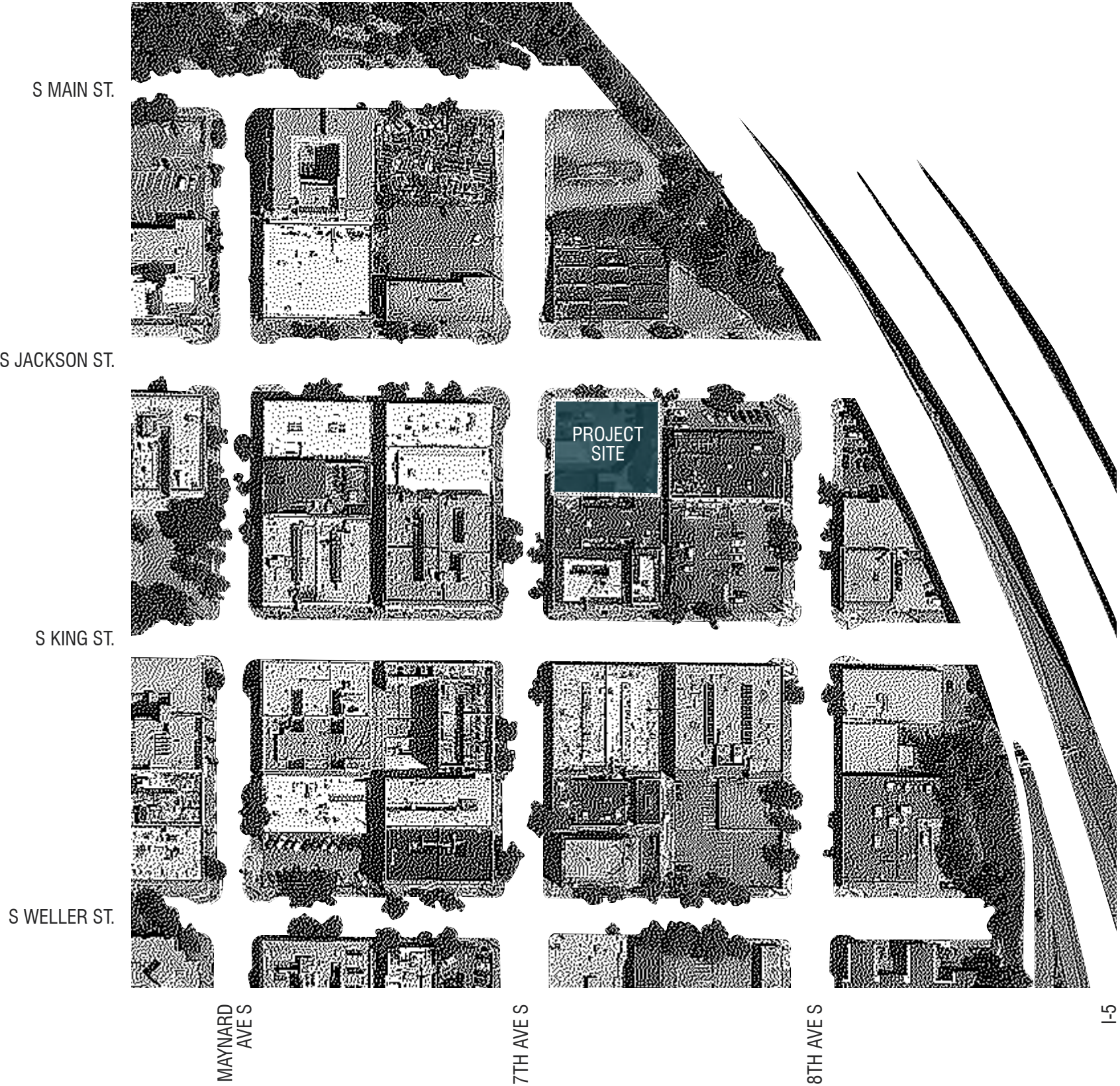
JANUARY 10, 2023

 **NEIMAN TABER**
ARCHITECTURE FOR THE NORTHWEST

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PROJECT BACKGROUND

PROJECT GUIDING PRINCIPLES

1. Engage with community stakeholders, businesses, and civic organizations to learn what is important through design, art, and public spaces to celebrate the District’s place as the center of Asian culture in Seattle past, present, and future.
2. Contribute to a just and inclusive community that serves all incomes and all ages with a mix of rental rates that promote economic diversity and are attainable for current C-ID residents.
3. Provide financially attainable new housing that is affordable for existing members of the community.
4. Design housing that appeals to seniors, professionals, and students who want to live at the center of Asian community and culture in Seattle.
5. Develop a project that serves as a public gateway to easily connect pedestrians along South Jackson Street to the neighborhood.
6. Work with the CIDBIA and SCIDpda to identify community-desired ground-floor retail tenants.
7. Play a role in maintaining a neighborhood where residents and visitors feel at home speaking many different languages.
8. Provide safe, accessible, and welcoming public spaces that invite visitors to linger and are designed for families, especially grandparents and grandchildren.
9. Provide long-term support for C-ID initiatives by participating on community boards and being involved with neighborhood groups.

PROPOSAL

Changes to Building or Site

The existing buildings on site will be demolished. The proposed building will require excavation of the entire lot, and the existing contamination associated with past on-site vehicular uses will be removed in coordination with the Washington State Department of Ecology.

Effect on Public Right-Of-Way

Existing sidewalk will be replaced, and numerous curb cuts associated with on-site vehicular uses will be removed. A new, smaller curb cut will be added along 7th Avenue for waste removal access. Existing street trees and street lamps will be preserved.

New Construction

The proposed project is an 8-story (approximately 100,000 SF) mixed use building with small-scale efficiency residential units (congregate dwellings and SEDUs) throughout and 3,000 SF of commercial tenant spaces at street level. The building will be constructed as 5 stories of Type IIIA wood construction on top of 4 stories of Type IA concrete construction with one basement story below. No parking is provided.

Proposed Use & Change of Use

Existing use on site has historically been automotive related, but the garage and service station are longer in use. There is an existing retail use on site located in the tenant space on 7th Avenue. The site use will change from light industrial automotive to residential and commercial uses.

PROJECT INFORMATION

SITE ADDRESS	709 S Jackson St Seattle, WA 98104
PARCEL NUMBER	524780-2725
APPLICANT	Neiman Taber Architects 1435 34th Avenue Seattle, WA 98122 (206) 760-5550
CONTACT	David Neiman dn@neimantaber.com
ZONING	IDM-75-85
LOT SIZE	13,439 SF
ALLOWABLE FAR	3.0
PROPOSED UNITS	202 units 66 Congregate Dwellings 18 SEDUs 118 One Bedrooms
ALLOWABLE HEIGHT	75’ commercial / 85’ residential
DESIGN TEAM	
OWNER	OZ Navigator 159 S Jackson St, Suite 300 Seattle, WA 98104 (206) 889-5949
ARCHITECT	Neiman Taber Architects 1435 34th Ave Seattle, WA 98122 (206) 760-5550
LANDSCAPE ARCHITECT	Murase Associates 210 E Boston St Seattle, WA 98102 (206) 322-4937

CERTIFICATE OF APPROVAL ROAD MAP

FIRST BRIEFING September 28, 2021	SECOND BRIEFING December 14, 2021	THIRD BRIEFING May 10, 2022	FOURTH BRIEFING October 11, 2022	ARC MEETING November 22, 2022	FIFTH BRIEFING - BOARD VOTE January 10, 2023
Feedback we heard from the Board:	Feedback we heard from the Board:	Feedback we heard from the Board:	Feedback we heard from the Board:	Feedback we heard from the ARC:	On the agenda:
<div>1. GENERAL SUPPORT FOR REMOVAL OF EXISTING BUILDINGS</div> <div>2. BOARD ENCOURAGEMENT FOR ADDITIONAL OUTREACH</div> <div>3. REFINE PARKING STRATEGY WITH COMMUNITY INPUT</div> <div>4. DEVELOP MASSING STRATEGY AND RESPONSES TO C-ID CONTEXT</div>	<div>1. ADDRESS PARKING, LOAD/ UNLOAD, AND SITE ACCESSIBILITY</div> <div>2. LIGHTING AND PUBLIC SAFETY ARE TOP PRIORITY</div> <div>3. SUPPORT FOR MASSING</div> <div>4. REFINEMENTS TO ARCHITECTURE AND MATERIALS</div>	<div>1. SUPPORT FOR PARKING, LOADING, AND MOBILITY APPROACH</div> <div>2. GENERAL SUPPORT FOR DEPARTURES BUT WITH DESIRE TO SEE FURTHER STUDY OF CANOPY HEIGHTS ON 7TH</div>	<div>1. SUPPORT FOR CANOPY DEPARTURES WITH SOME MODIFICATIONS</div> <div>2. DESIRE TO DISCUSS ARCHITECTURAL DETAILS AT ARC MEETING</div> <div>3. SUPPORT FOR APPROACH TO MATERIALS, SIGNAGE, AND INTERPRETIVE</div>	<div>1. SUPPORT FOR SIGN PLAN, MATERIALS BOARD, CUT SHEETS</div> <div>2. COMPLIMENTS FOR ARCHITECTURAL DESIGN AND MATERIAL/ PRODUCT SELECTION</div>	<div>1. RECAP</div> <div>2. BOARD VOTE ON CERTIFICATE OF APPROVAL</div>

PROJECT CONTEXT

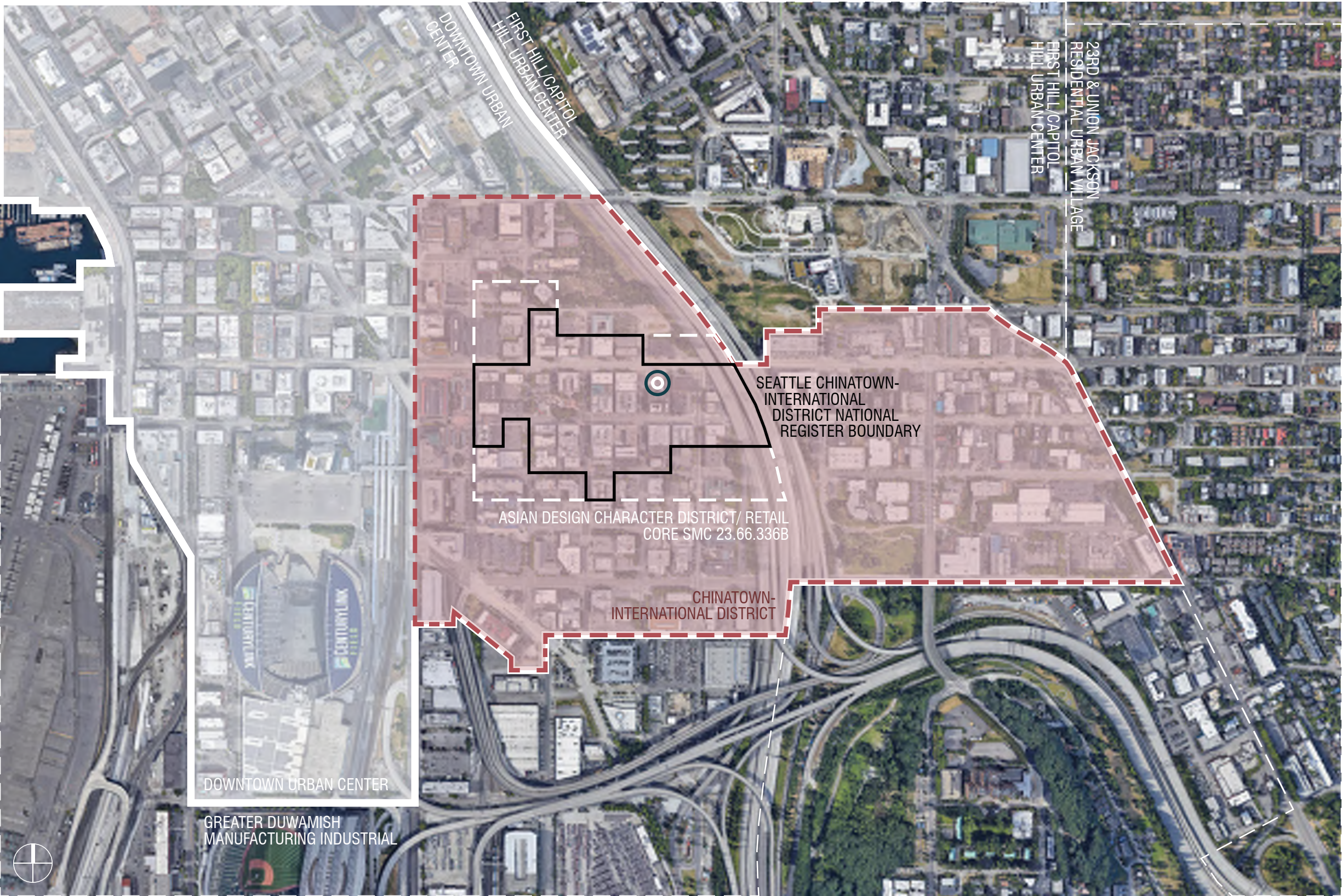
PROJECT CONTEXT

INTERNATIONAL SPECIAL REVIEW DISTRICT

CHINATOWN-INTERNATIONAL DISTRICT

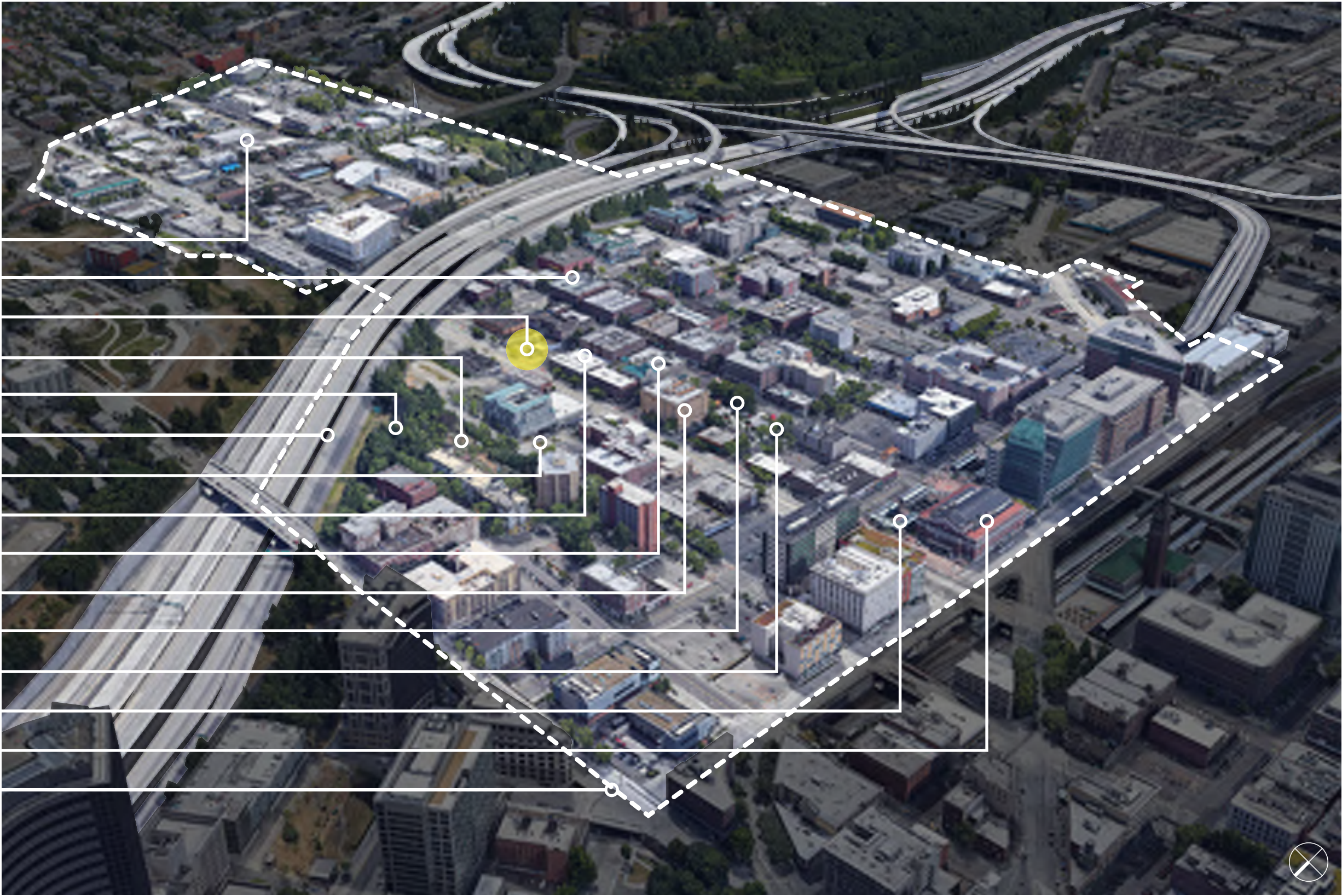
The Chinatown-International District (C-ID) spans from Pioneer Square to the west to the Central Area to the east, and is comprised of a number of smaller cultural nodes such as Japantown and Chinatown west of I-5 and Little Saigon east of I-5. The cultural heritage of the C-ID is both wide and deep, and throughout its history the neighborhood has also been a community hub for African Americans, Filipinos, and immigrants from countries such as Thailand, Korea, Vietnam, and more.

The rich history of the C-ID was formally acknowledged in 1973 when the Seattle Chinatown Historic District was nominated to the National Register of Historic Places (NRHP) with the goal of promoting and preserving the cultural, economic, and historical features of the neighborhood, particularly those features derived from its Asian American heritage. The proposed project located at 701 South Jackson Street falls within the NRHP boundary.



PROJECT CONTEXT
VICINTY MAP

- LITTLE SAIGON (EAST OF I-5)
- WING LUKE MUSEUM
- PROJECT SITE
- DANNY WOO COMMUNITY GARDEN
- KOBE TERRACE
- INTERSTATE-5 HIGHWAY
- JAPANTOWN (NORTH OF JACKSON)
- THEATRE OFF JACKSON
- ATLAS APARTMENTS
- BUSH HOTEL
- CHINATOWN (SOUTH OF JACKSON)
- HING HAY PARK
- LIGHT RAIL STATION
- UNION STATION
- CHINATOWN-INTERNATIONAL DISTRICT



PROJECT CONTEXT

SITE PHOTOS

LEGAL DESCRIPTION

LOT 1 & 2, BLOCK 55, TOWN OF SEATTLE, AS LAID OUT BY D.S. MAYNARD, COMMONLY KNOWN AS D. S. MAYNARD'S PLAT OF SEATTLE, TOGETHER WITH A PORTION OF VACATED ALLEY ADJOINING, LESS STREET, AS RECORDED IN VOLUME 1 OF PLATS, PAGES 23, RECORDS OF KING COUNTY, WASHINGTON.

LOCATION

701 S Jackson St, Seattle, WA 98104

Located on the southwest corner of S Jackson St and 7th Ave S. The lot is bordered by S Jackson St to the north; 7th Ave S to the west; a vacated alley and an adjoining parcel (Diamond Bay Restaurant) to the east; and an adjoining parcel (Republic Hotel) to the south.

LOT SIZE

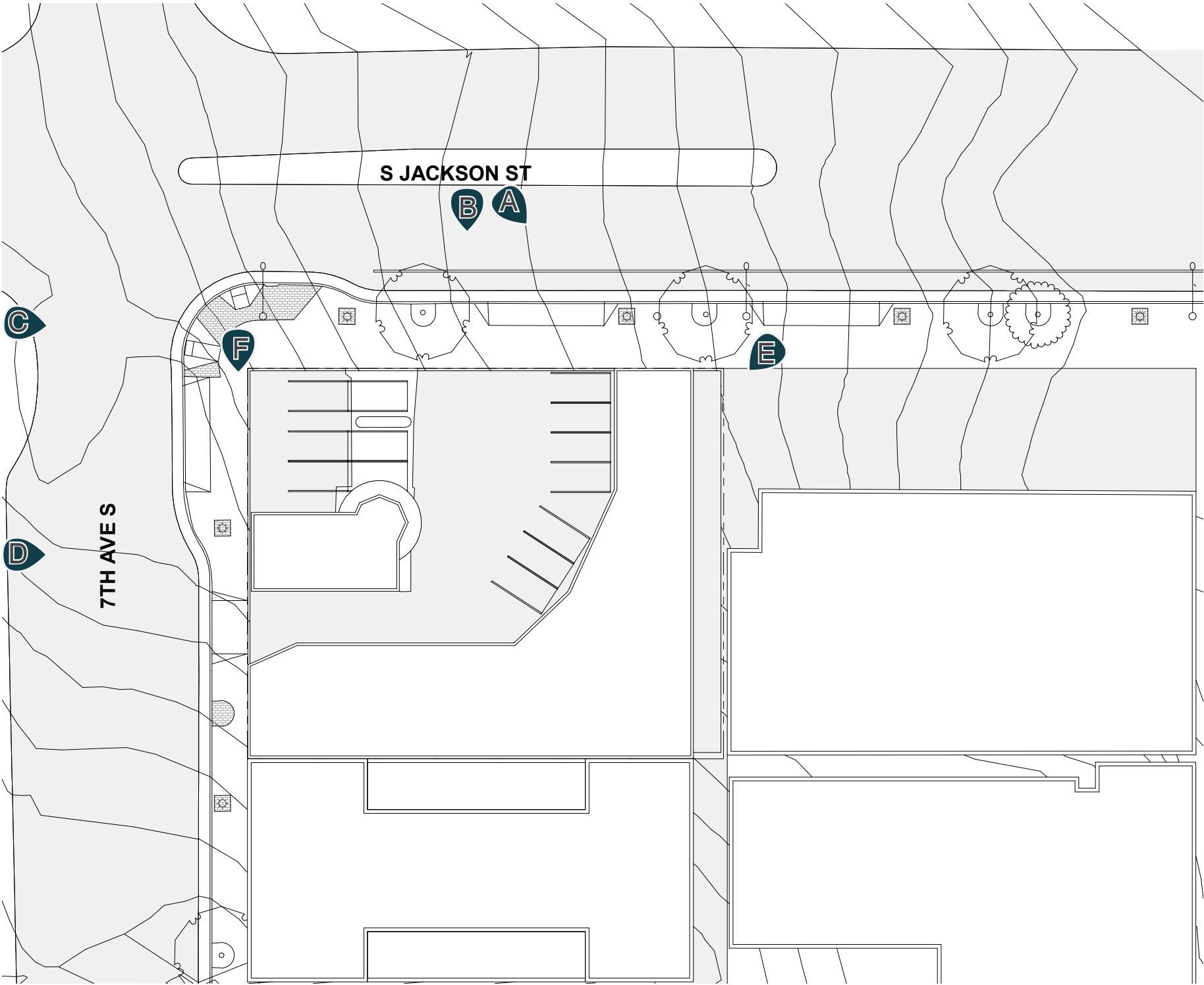
13,439 SF

USES

The single story gas station at the northwest corner of the site is no longer in use. The single story auto repair garage occupying the south and east edges of the site is mostly vacant as well, with the exception of a tenant space in the southwest corner that is currently being used as an annex for New Century Tea Gallery whose primary location is at 416 Maynard Ave S. A large portion of the lot is paved and is currently being used for surface parking.

TOPOGRAPHY

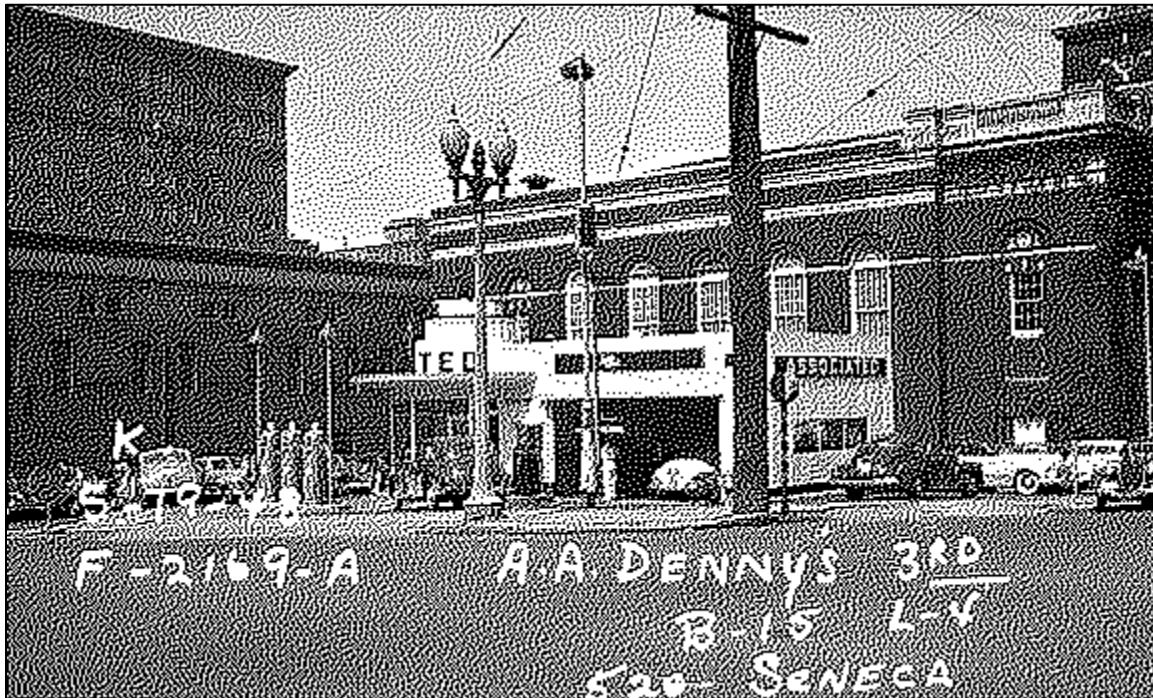
Grade slopes upward as you head north on 7th Ave S. From the southwest corner of the site to the northwest corner of the site there is approximately 5' of vertical elevation gain along the 105' western frontage. Grade continues to slope upward as you head east on S Jackson St. From the northwest corner of the site to the northeast corner of the site there is approximately 7' of vertical elevation gain along the 128' northern frontage. The total elevation gain for the whole site is approximately 12'.



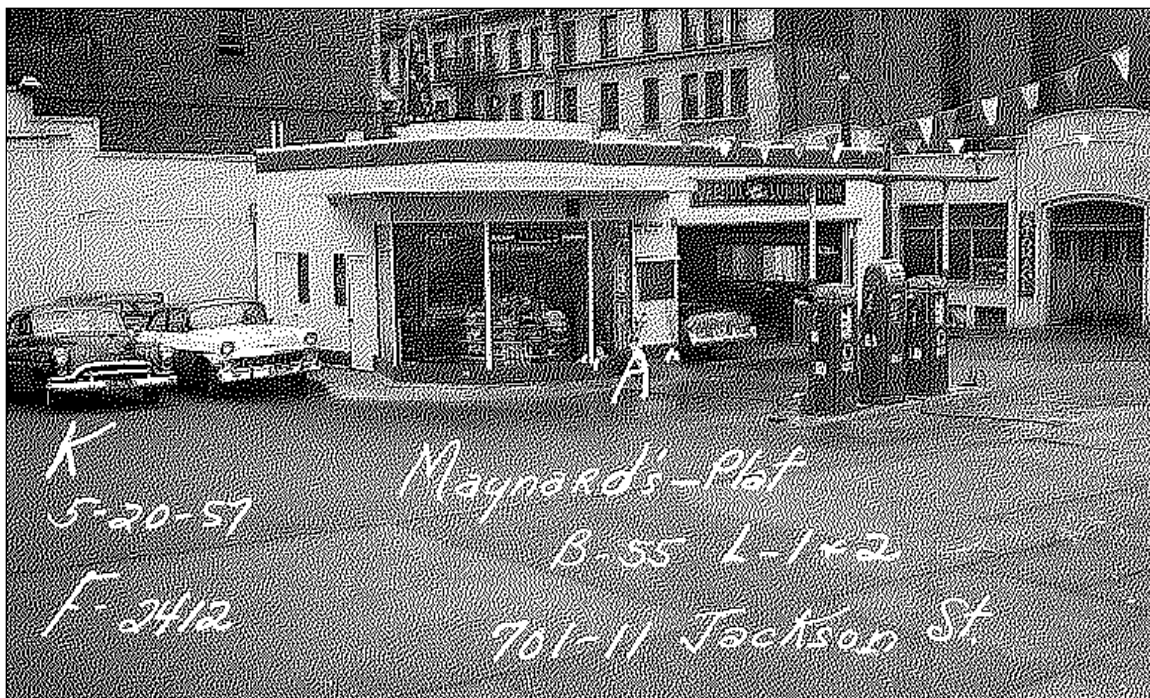


Above, the 1937 era tax assessor's photo of the Garage at 707-711 Jackson Street, looking south. Below the record photo from May 20, 1957. (King County Tax Assessor, Property Record Card)





Above, a May 19, 1948, tax assessor's photo of the gas station at its original location at 520 Seneca Street, prior to its relocation to S Jackson Street. Below the record photo of the gas station on the present site from May 20, 1957. (King County Tax Assessor, Property Record Card)



PROJECT CONTEXT
EXISTING BUILDINGS



PROJECT CONTEXT
SITE PHOTOS



HISTORIC PROGRAMMING
COLLABORATION WITH WING LUKE MUSEUM



COLLABORATION WITH WING LUKE MUSEUM

O.Z. Navigator has entered into an agreement with Wing Luke Museum to inform O.Z. Navigator about the history of the site, notable artifacts, and other details of contextual importance to the C-ID in order to assist in a project design and development which honors and highlights the history of the site. The museum will recommend ways that the site history and relevant stories can inform and educate neighborhood visitors, residents, and other stakeholders and honor the unique history, culture, and people of the C-ID.

In addition, the Wing Luke Museum will identify historic artifacts, important cultural elements, and community stories from the site; gather and preserve stories and photos from the site; recommend ways in which the project design and development can showcase artifacts and tell site stories, context, and history; and determine how the history of the site can be included in the current Wing Luke Museum tours or other tours of the C-ID.

PRELIMINARY DESIGN IDEAS

Through our work with the Wing Luke Museum, we have come up with the following design ideas to honor and highlight the site's history. We plan to incorporate these ideas into the residential and retail lobbies and the downstairs meeting room.

The 701 Jackson project replaces an old service station that was a vital part of the history and significance of the automobile within the International District. The service station, which thrived in the 1930s-60s, provided a nexus point for the different Asian ethnic groups that called the ID home to come together around the commonality of automobile ownership. Owning an automobile during this time period was a sign of status and one's ability to come to America and prosper. To honor this, we will be incorporating the theme of the automobile in the 1930s-60s into the project's lobbies and downstairs meeting room through art, artifacts, and memorabilia.

The other key aspect of the project's history that we will be honoring is the Mar family and Barry Mar, the original owners of the 701 Jackson property. The Mar family has owned the property for over a century and has been very influential in the ID's history. We plan to honor them through photographs and other memorabilia that we will continue to decide upon in conjunction with the Wing Luke Museum.

WING LUKE COLLABORATION

EXCERPT FROM THE WING LUKE MUSEUM REPORT:

“Potential primary source materials to draw on for the tours (and potentially for future display (see below)) may include:

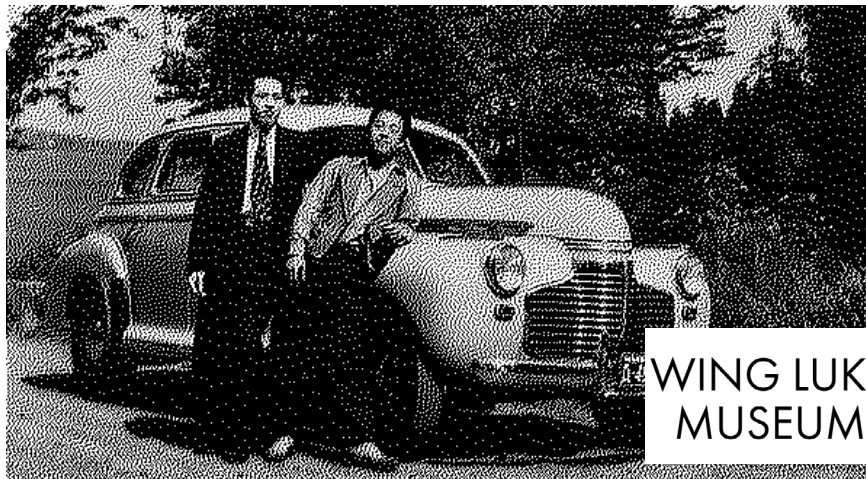
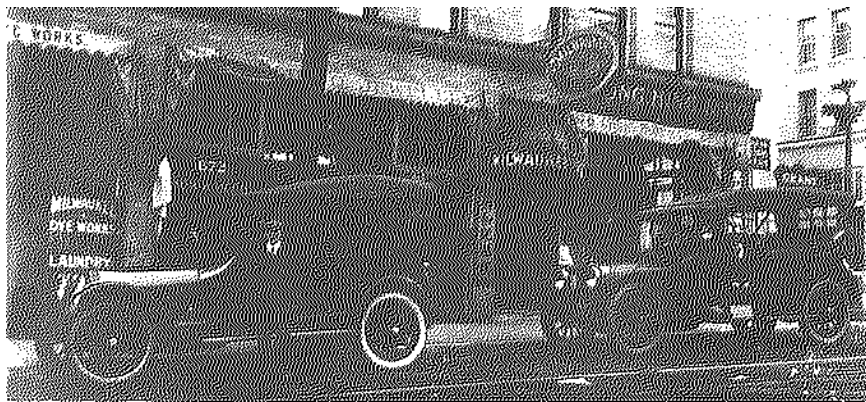
“Photographs

“Service Stations and Garages:

- Site location at 701-711 S. Jackson Street, 1937, 1957
- China Garage at 407 7th Avenue S., 1937
- Depot Garage at 404-416 5th Avenue S.
- Auto body shop started by Seutsay Sasouvanh, a Laotian immigrant who arrived in 1980

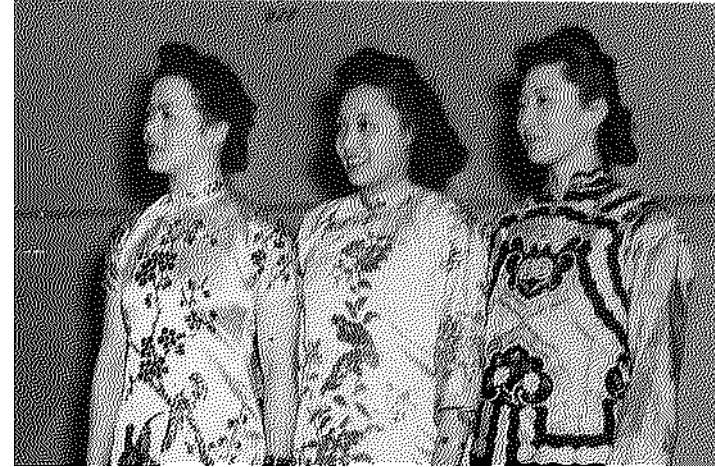
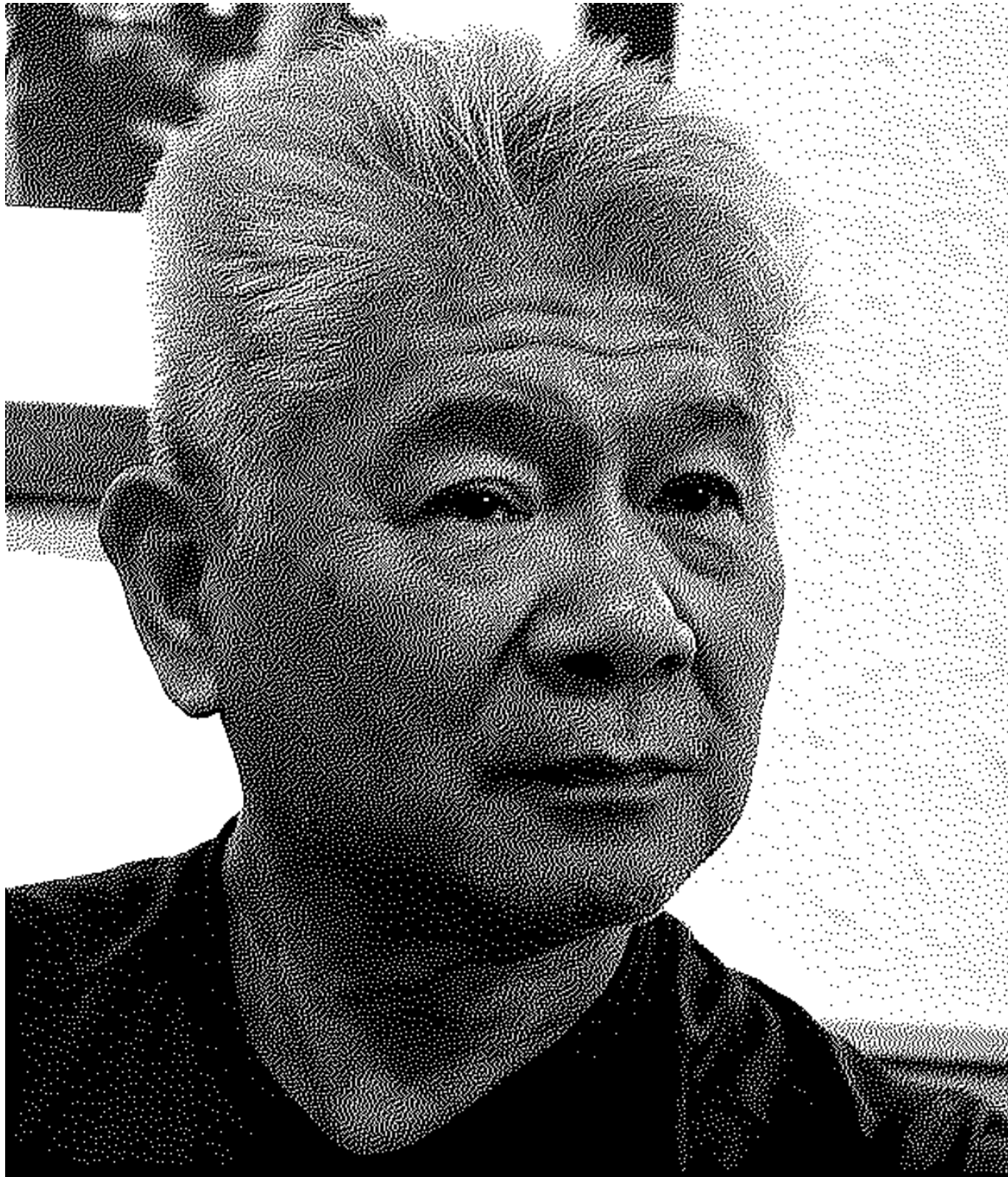
“People & Cars:

- Convertible top “touring” sedans in front of the Milwaukee Hotel on King Street
- Murakami Family at Volunteer Park, 1927, featured in the book “Meet Me at Higo: An Enduring Story of a Japanese American Family” by Ken Mochizuki, published by Wing Luke Museum
- Young men in front of car, 1935
- Bruce Lee in front of his car on 7th Avenue in the C-ID, 1959-1964 – also a classic image of an individual dressed up in front of a car to send back to family overseas 21”



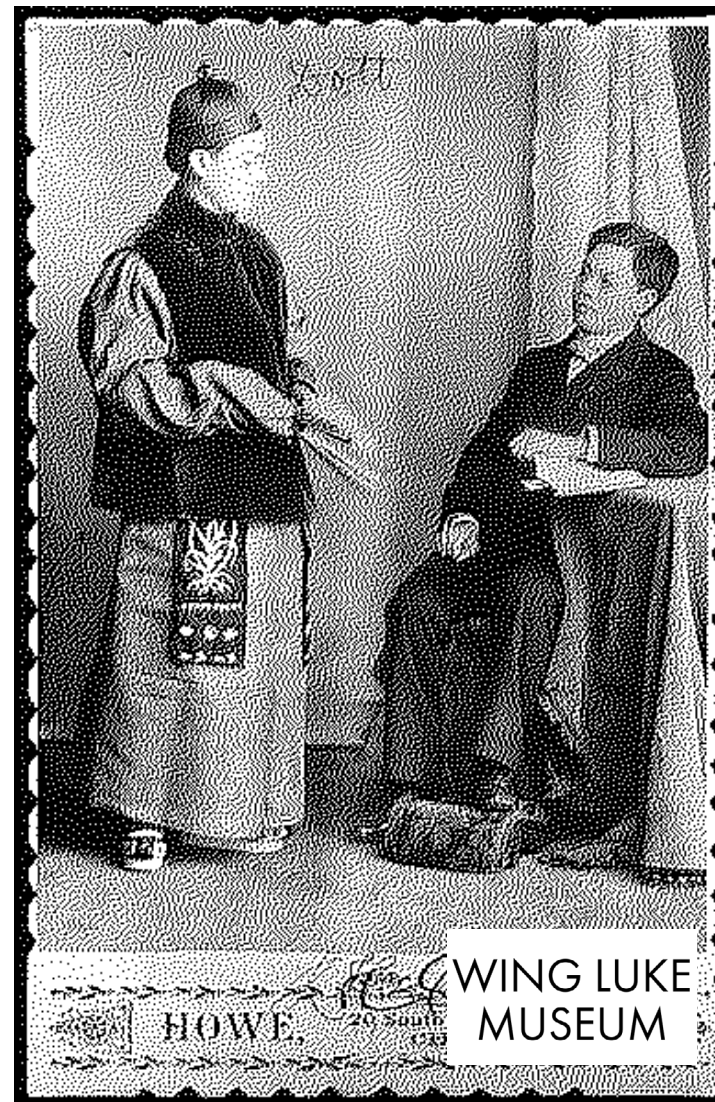
WING LUKE
MUSEUM





EXCERPT FROM THE WING LUKE MUSEUM REPORT:

“[The 7th Avenue entry] would be a great location to share more about the Mar Family, their values, contributions and legacy, potentially through a large mural. We appreciate how this area of the building connects into the core of Chinatown along King Street with natural flow to King Street and the Atlas Hotel. It also is directly across from the historic location of the China Garage. The mural has the potential to capture Barry Mar’s rich and varied life and interests, including the C-ID, sports, community life, martial arts, visual art, music and more.”



“The Initial Collage also includes a few photographs related to the Mar Family, across generations, whether Ruth Mar’s father Harry Lehm Dott, Ruth Mar with the Cathay Matrons Club, or Barry Mar.”

ARCHITECTURAL
VISUALIZATIONS

ARCHITECTURAL VISUALIZATIONS
RENDERED VIEWS



ARCHITECTURAL VISUALIZATIONS
RENDERED VIEWS



JACKSON PEDESTRIAN EXPERIENCE AT DUSK

ARCHITECTURAL VISUALIZATIONS
RENDERED VIEWS



VIEW OF COMMERCIAL SPACES AND CANOPIES ON 7TH AVE



ARCHITECTURAL VISUALIZATIONS
RENDERED VIEWS



VIEW OF COMMERCIAL SPACES ON JACKSON

ARCHITECTURAL VISUALIZATIONS
ADDITIONAL VIEWS OF PROJECT IN CONTEXT



VIEW FROM CORNER OF 7TH AND KING

ARCHITECTURAL VISUALIZATIONS
ADDITIONAL VIEWS OF PROJECT IN CONTEXT



VIEW FROM JACKSON LOOKING EAST

* Nearby buildings are rendered conceptually and may not be depicted with complete accuracy

ARCHITECTURAL VISUALIZATIONS
ADDITIONAL VIEWS OF PROJECT IN CONTEXT



VIEW FROM JACKSON LOOKING SOUTH

ARCHITECTURAL VISUALIZATIONS
ADDITIONAL VIEWS OF PROJECT IN CONTEXT



VIEW FROM JACKSON BELOW I-5 OVERPASS LOOKING WEST

* Nearby buildings are rendered conceptually and may not be depicted with complete accuracy

ARCHITECTURAL VISUALIZATIONS
RENDERED ELEVATIONS



NORTH ELEVATION

ARCHITECTURAL VISUALIZATIONS
RENDERED ELEVATIONS



WEST ELEVATION

ARCHITECTURAL VISUALIZATIONS
RENDERED ELEVATIONS



EAST ELEVATION

MATERIALS

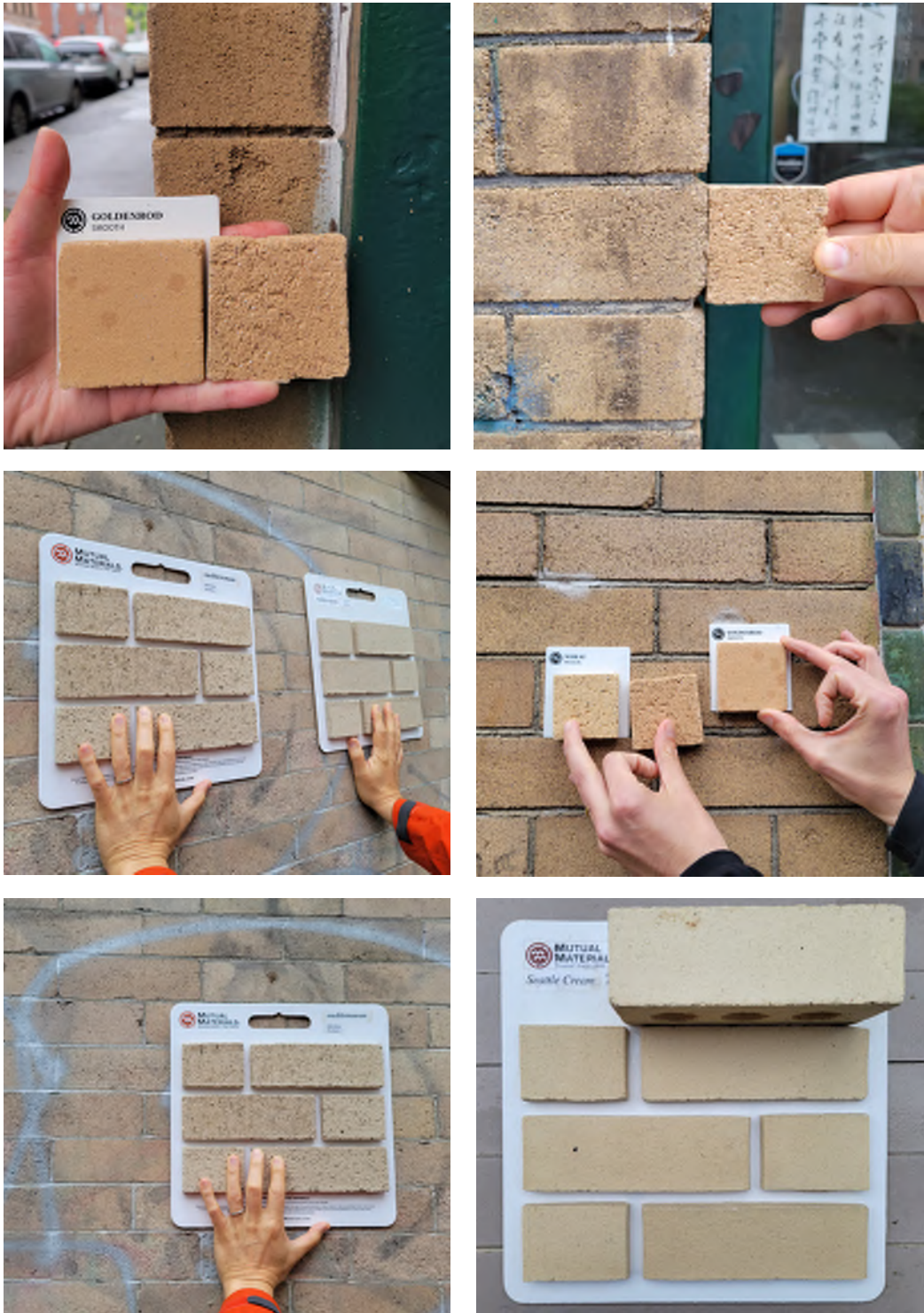
DESIGN UPDATES

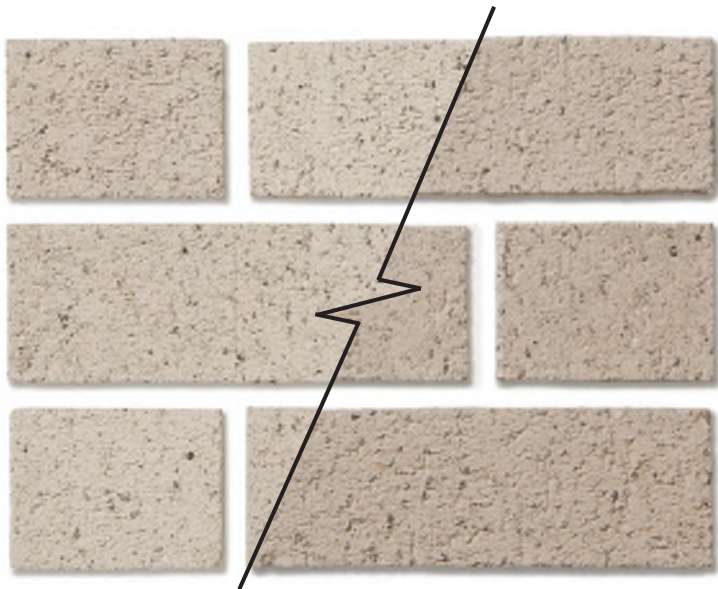
BRICK STUDY

The design team has carefully considered a wide variety of brick colors and finishes in order to select materials that will mesh well with nearby contributing structures. Many of the buildings in the vicinity are clad with light color (rather than red or brown) brick, and there is noticeable color variation within this color range, from the more orangey, saturated tans of the Republic Hotel, Bing Kung Association Apartments and Atlas Hotel to the more creamy, sandy beiges of the Milwaukee Hotel and the Hip Sing Association Building. Also a factor that was considered as part of the color selection process is the effect of soot build-up caused by pollution from Interstate 5.

There is also a lot more color variation in historic brick masonry than is found in modern brick where production methods result in a more uniform product. The design team intends to achieve subtle color variation by specifying a blend of two brick colors for the base brick rather than simply selecting a single color.

The texture of the brick can also add some subtle shadow and color variation, and the project proposes using a “mission” or “grain” finish rather than a smooth finish. This will help to achieve additional color variation and it more closely match the existing buildings throughout the district.





BASE COLOR
50/50 BLEND OF

- MEDITERRANEAN, MISSION FINISH BY MUTUAL MATERIALS
- MODIFIED GRANITE, MISSION FINISH BY MUTUAL MATERIALS



ACCENT COLOR

- DARK GRAY, GRAIN FINISH BY SUMMIT BRICK COMPANY



RUNNING BOND
BASE COLOR

MOCKUP PHOTOS



FLEMISH BOND
BASE COLOR & ACCENT COLOR

IMAGES ABOVE ARE FROM MANUFACTURERS' WEBSITES

MATERIALS BOARD
BRICK



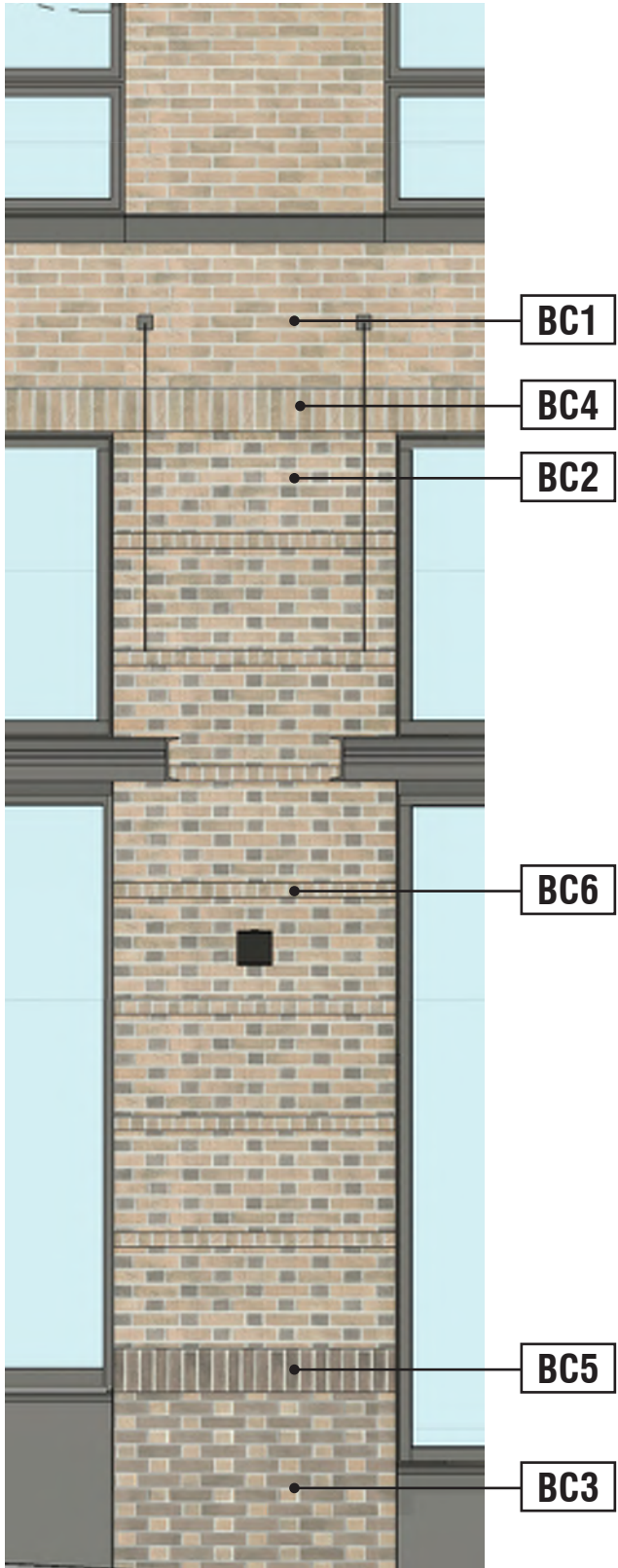
BC1 - RUNNING BOND
• BASE COLOR



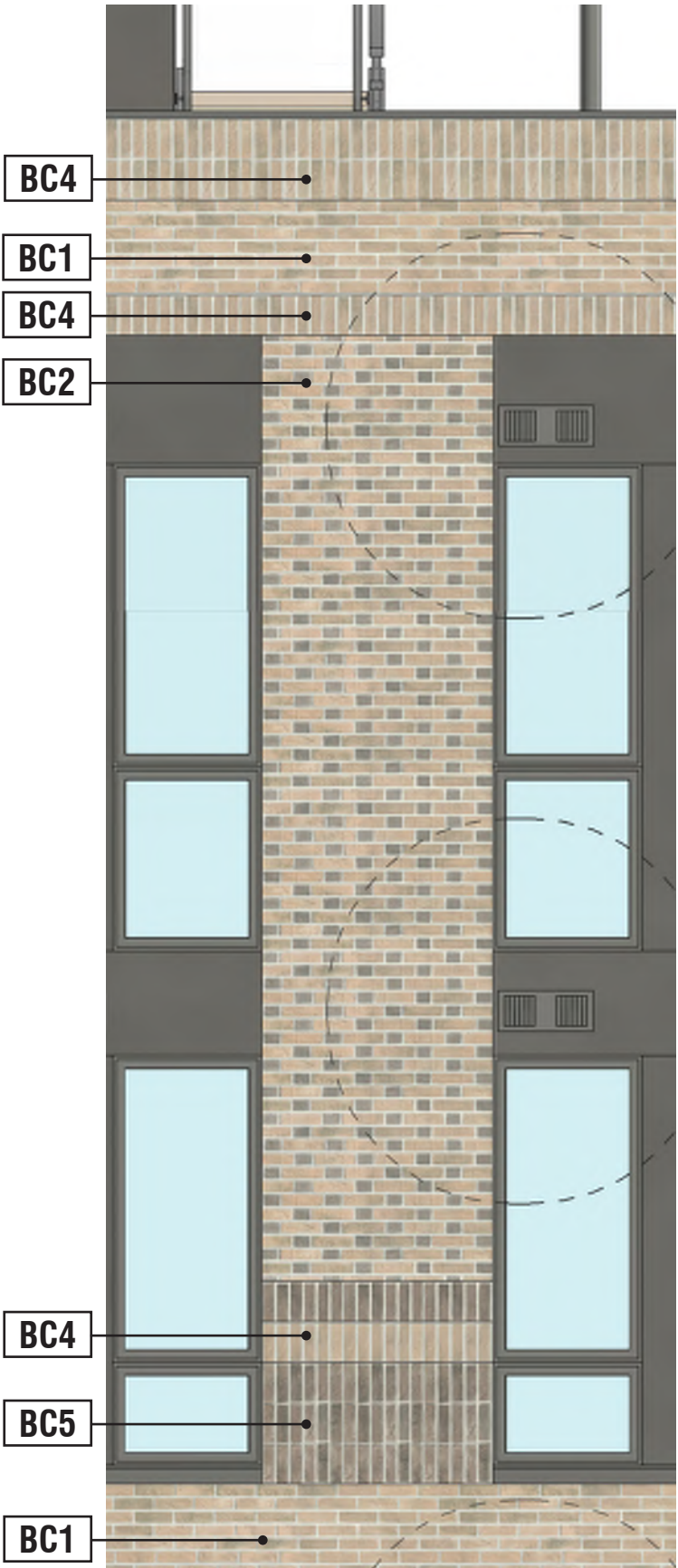
BC2 - FLEMISH BOND
• STRETCHER: BASE COLOR
• HEADER: ACCENT COLOR



BC3 - FLEMISH BOND
• STRETCHER: ACCENT COLOR
• HEADER: BASE COLOR



VIEW 1



VIEW 2

BASE COLOR
50/50 BLEND OF
• MEDITERRANEAN, MISSION FINISH BY MUTUAL MATERIALS
• MODIFIED GRANITE, MISSION FINISH BY MUTUAL MATERIALS

ACCENT COLOR
• DARK GRAY, GRAIN FINISH BY SUMMIT BRICK COMPANY



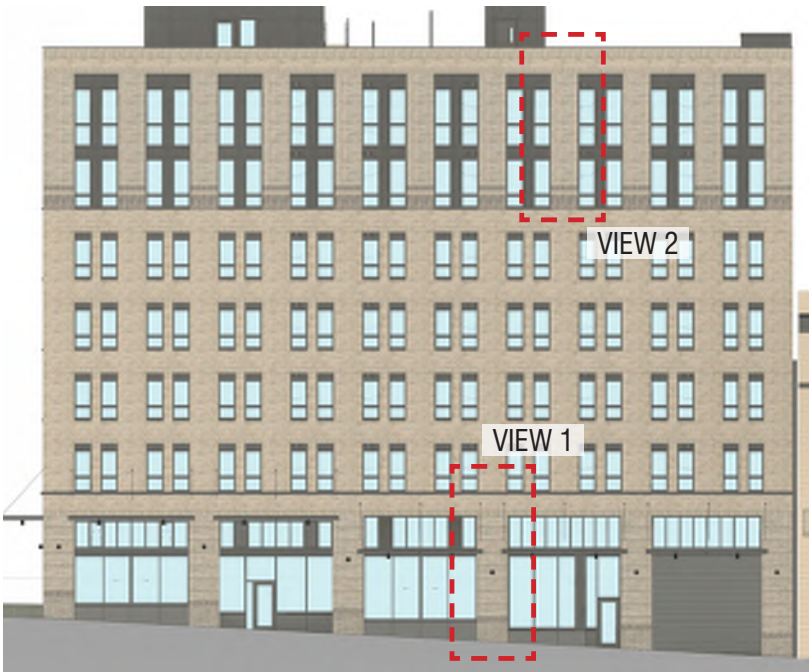
BC4 - STACK BOND
• BASE COLOR



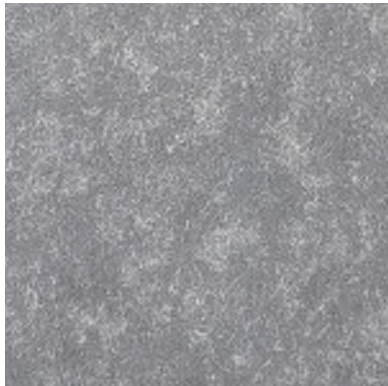
BC5 - STACK BOND
• ACCENT COLOR



BC6 - END BOND
• BASE COLOR



WEST ELEVATION



PS2
FIBER CEMENT PANEL SIDING
• SWISSPEARL: AVERA AV 060



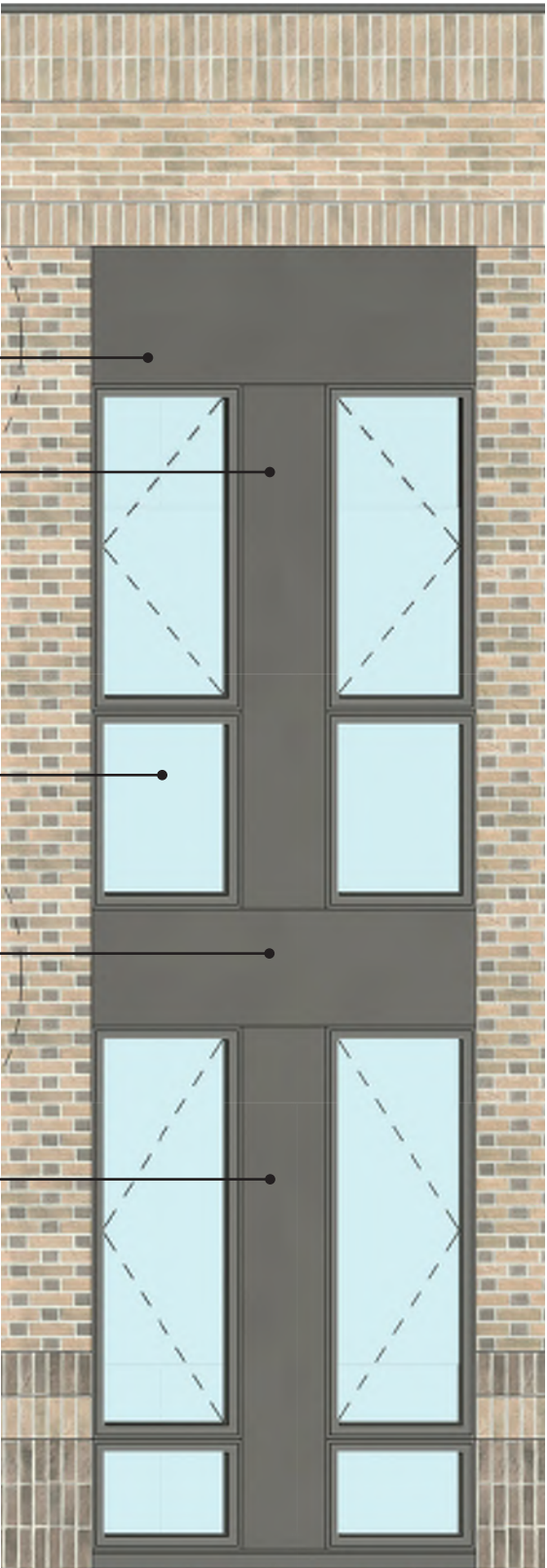
PS3
GFRP PANEL SIDING
• CONCRETE SKIN: ANTHRACITE FERRO



GL1
GLAZING
• SOLARBAN 60 LOW E COATING CLEAR
* EXACT GLASS LAYUP DEPENDENT ON SPECIFIC SHGC, U-VALUE AND STC REQUIREMENTS



VIEW 3



VIEW 4



GL1F
GLAZING GL1 WITH PRIVACY FILM
• LLUMAR DUSTED CRYSTAL POLYESTER FILM



MATERIALS BOARD

FRAMES AND METAL



A
STOREFRONT FRAMES AND DOORS
 • KAWNEER: PERMAFLUOR CHARCOAL



B
ACM
 • ALUCOBOND: GREYHOUND



C
VINYL WINDOW FRAMES
 • VPI: STEEL GREY



D
POWDER COATED STEEL
 • RAL: RAL7012 - BASALT GREY



E
LOUVER
 • GREENHECK: CHARCOAL AL214



F
HIGH PERFORMANCE METAL COATING
 • TNEMEC SINKER 46GR



VIEW 5



VIEW 6

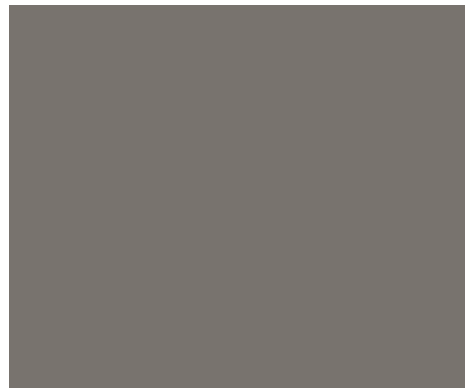


WEST ELEVATION



MATERIALS BOARD

FIBER CEMENT PANEL SIDING



PS1A
FIBER CEMENT PANEL SIDING
• PAINTED: SW GAUNTLET GRAY



PS1B
FIBER CEMENT PANEL SIDING
• PAINTED: SW REPOSE GRAY



VIEW 7



VIEW 8



COURTYARD EAST ELEVATION



EAST ELEVATION

LANDSCAPE ARCHITECTURE

LANDSDCAPE MATERIALS



PROPOSED POROUS RUBBER SURFACING
AT STREET TREES, COLOR SHOWN TO RIGHT



FLEXIPAVE COLOR CHESTNUT



CITY OF SEATTLE STANDARD CONCRETE SIDEWAY
WITH A BROOMED FINISH A 2'X2' SCORED GRID



SPORTWORKS TOFINO BIKE RACK (ADA COMPLIANT),
STAINLESS STEEL AND BLACK RUBBER FINISH



KING BROADMORE LIGHT



EXISTING AMUR CORK TREES TO BE PRESERVED ON S JACKSON ST



PROPOSED JAPANESE HORNBEAM TREES ON S JACKSON ST



PROPOSED JAPANESE ZELKOVA TREE ON 7TH AVE S



EXISTING 3-TONE BRICK PAVING AT CORNER OF 7TH AVENUE S AND S JACKSON STREET



MUTUAL MATERIALS SLIMBRICK: BURGUNDY,
SMOOTH FINISH



MUTUAL MATERIALS SLIMBRICK:IMPERIAL RED,
SMOOTH FINISH



MUTUAL MATERIALS SLIMBRICK:INCA,
SMOOTH FINISH

DEPARTURES

DEPARTURE 1

STREET LEVEL
TRANSPARENCY

23.66.336.B.4

REQUIREMENT

Transparent surfaces shall be provided for at least 50% of the exposed street-facing facade.

REQUEST

Reduce required transparent area from 50% to 45% for 7th Ave frontage.

STATUS

Supported at Briefing #3
Not presented at Briefing #4

DEPARTURE 2

OVERHEAD WEATHER
PROTECTION AND
LIGHTING

23.49.018.A

REQUIREMENT

Continuous overhead protection shall be required for new development along the entire street frontage of a lot.

REQUEST

Reduce required overhead protection from 100% to 70%.

STATUS

Supported at Briefing #3
Not presented at Briefing #4

DEPARTURE 3

OVERHEAD WEATHER
PROTECTION AND
LIGHTING

23.49.018.D

REQUIREMENT

Lower edge must be a minimum of 10 feet and a maximum of 15 feet above the sidewalk.

REQUEST

Increase the maximum height of canopy from 15 feet to 15 feet and 9 inches.

STATUS

Supported at Briefing #3
Supported at Briefing #4

DEPARTURE 4

STRUCTURAL BUILDING
OVERHANGS AND
MINOR ARCHITECTURAL
ENCROACHMENTS

23.53.035.C

REQUIREMENT

Leading edge of canopy must be 6 feet minimum from curb.

REQUEST

Reduce the minimum canopy setback from curb to 5 feet for 3 canopies on the 7th Ave and to 4 feet for 1 canopy on 7th Ave.

STATUS

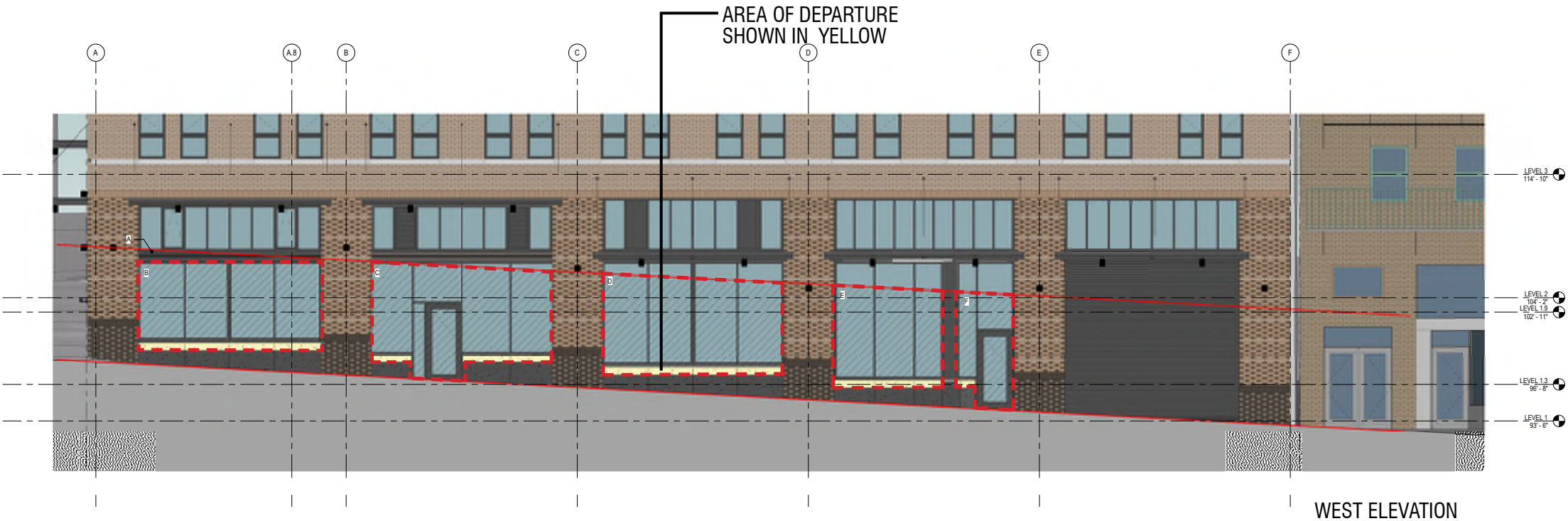
Not presented at Briefing #3
Supported at Briefing #4

DEPARTURES

DEPARTURE 1: STREET LEVEL TRANSPARENCY

The pedestrian realm will be enriched by the clad stem walls below the storefronts, an element that is consistent with the architectural character of the district. The streetscape will also benefit from wide, richly patterned brick pilasters that correspond in width to the window openings above. These design elements help the building to better meet the goals of 23.66 by activating and enhancing the adjacent sidewalk.

The project will still provide ample glazing into the retail bays and requires only a modest decrease (from 50 to 45%) of the required transparency.



SMC 23.66.336

REQUIRED:
MIN 50% TRANSPARENCY BETWEEN SIDEWALK LEVEL AND A HEIGHT OF 10FT

TRANSPARENCY CALCULATIONS	
S JACKSON STREET (TOTAL AREA = 1,248.57 SQ. FT.)	
	TRANSPARENT AREAS (SQ. FT.)
A	3.23
B	96.10
C	76.21
D	61.93
E	51.81
F	124.98
G	36.41
H	71.68
I	20.11
J	85.04
TOTAL 627.5 SQ. FT.	
TOTAL TRANS. FACADE 50.26% < 50% (COMPLIES)	
7TH AVE S (TOTAL AREA = 1,041.43 SQ. FT.)	
	TRANSPARENT AREAS (SQ. FT.)
A	.47
B	109.51
C	130.06
D	120.90
E	75.52
F	46.44
TOTAL 482.9 SQ. FT.	
TOTAL TRANS. FACADE 46.37% < 50% (DOES NOT COMPLY)	



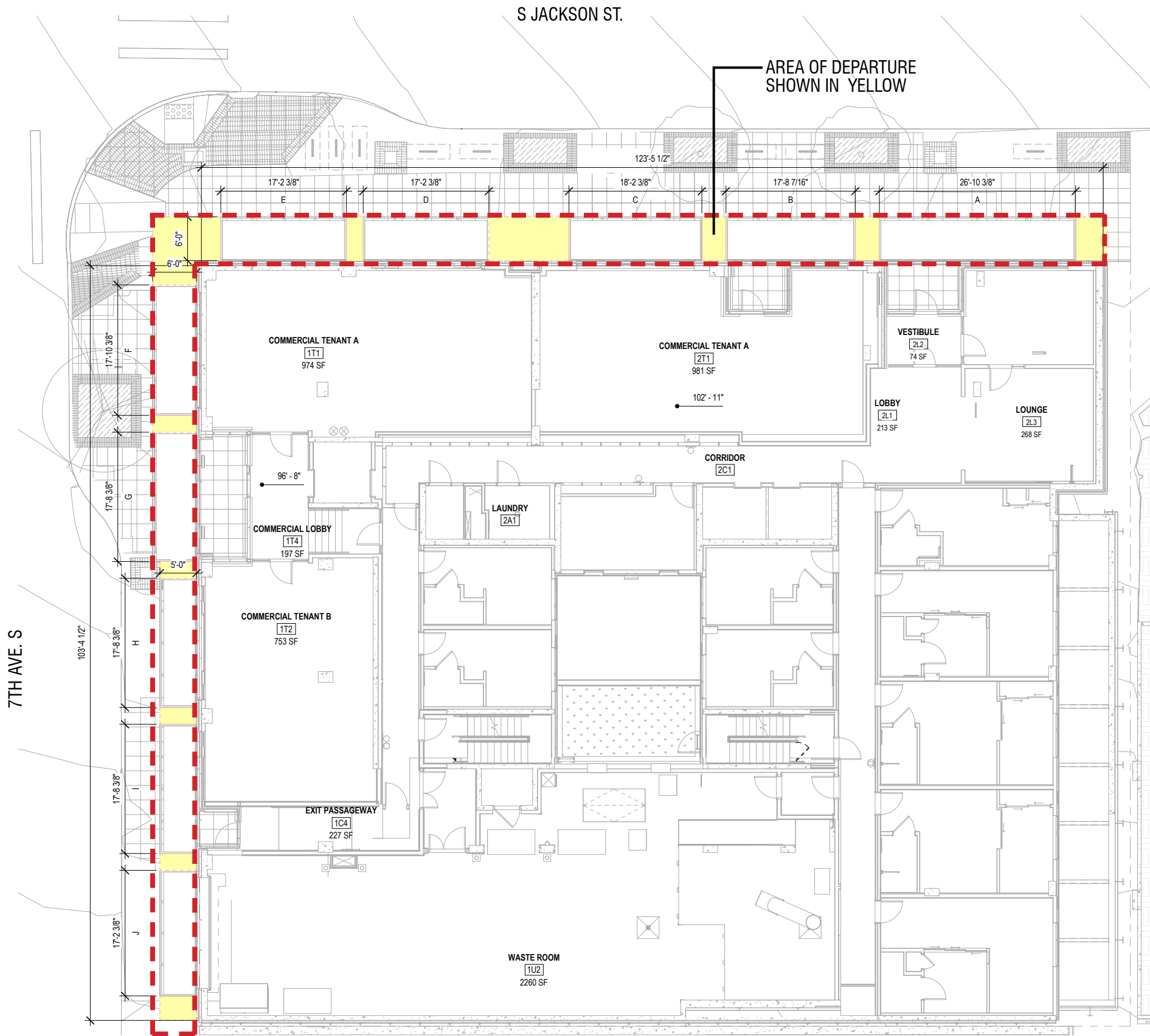
DEPARTURES

DEPARTURE 2: OVERHEAD WEATHER PROTECTION AND LIGHTING

The proposed design includes significant canopy coverage, but does not meet the code requirement for 100% continuous canopies per 23.49.018. The continuous canopy code provision comes from the downtown land use code (23.49) and not from the C-ID land use code (23.66) and therefore doesn't fully reflect the character of the C-ID where the majority of buildings do not have continuous canopies. To better meet the goals of 23.66 and the ISRD Design Guidelines, the project seeks a departure to allow 70% canopy coverage consistent with historic context buildings where canopies are often associated with specific business establishments and are contained within a single retail bay. The proposed canopies are sized to relate to the associated storefronts in alignment with 1988 ISRD design guideline I.A.4 and help to define the building's distinct retail bays.

SBC 23.49.018

FACADE	FACADE WIDTH	TOTAL CANOPY LENGTH	% OF FACADE WITH OVERHEAD WEATHER PROTECTION (100%)
S JACKSON ST	123' - 5 1/2"	96' - 8"	78.3% (NOT COMPLIANT)
7TH AVE S	103' - 4 1/2"	88' - 5"	84.9% (NOT COMPLIANT)
TOTAL	227' - 7 1/2"	185' - 1"	81.3% (NOT COMPLIANT)



DEPARTURES

DEPARTURE 3: OVERHEAD WEATHER PROTECTION AND LIGHTING

The proposed canopies are in some cases taller than is permitted by SMC 23.49.018.D. Of the ten canopies proposed, three are higher than the maximum allowable height and range between 5” to 9” taller than the allowable 15’0”.

The proposed canopies are set at three different heights with the changes occurring at the break in the building massing and at the last three bays on 7th Ave S. This allows the building to maintain a regular, orderly rhythm of canopies. The project proposes lowering the southernmost 3 canopies on 7th Ave in order to address previous ISRD board feedback. By maintaining the northernmost 2 canopies on 7th Ave at the same height as the canopies on Jackson, the project is able to maintain continuity between the west and north facades while providing ample height for retail signage at the commercial lobby. The taller canopies in this location create a more opening, welcome appearance.



SECTION	WIDTH	DEPTH	MIN HEIGHT (10'-0")	MAX HEIGHT (15'-0")
A	26' - 10 3/8"	6' - 0"	11' - 7"	13' - 1 3/4"
B	17' - 8 7/16"	6' - 0"	13' - 3 3/4"	14' - 3"
C	18' - 2 3/8"	6' - 0"	14' - 5 1/2"	15' - 5 1/4" (NOT COMPLIANT)
D	17' - 2 3/8"	6' - 0"	11' - 1 1/4"	12' - 1"
E	17' - 2 3/8"	6' - 0"	12' - 2 3/4"	13' - 2"
F	17' - 10 3/8"	6' - 0"	13' - 9 1/2"	14' - 7 1/2"
G	17' - 8 3/8"	6' - 0"	14' - 10"	15' - 8 1/4" (NOT COMPLIANT)
H	17' - 8 3/8"	5' - 0"	11' - 2 3/4"	12' - 0 3/4"
I	17' - 8 3/8"	5' - 0"	12' - 3 1/2"	13' - 1 1/2"
J	17' - 2 3/8"	5' - 0"	13' - 4"	14' - 2 1/4"



DEPARTURES

DEPARTURE 4: STRUCTURAL BUILDING OVERHANGS AND MINOR ARCHITECTURAL ENCROACHMENTS

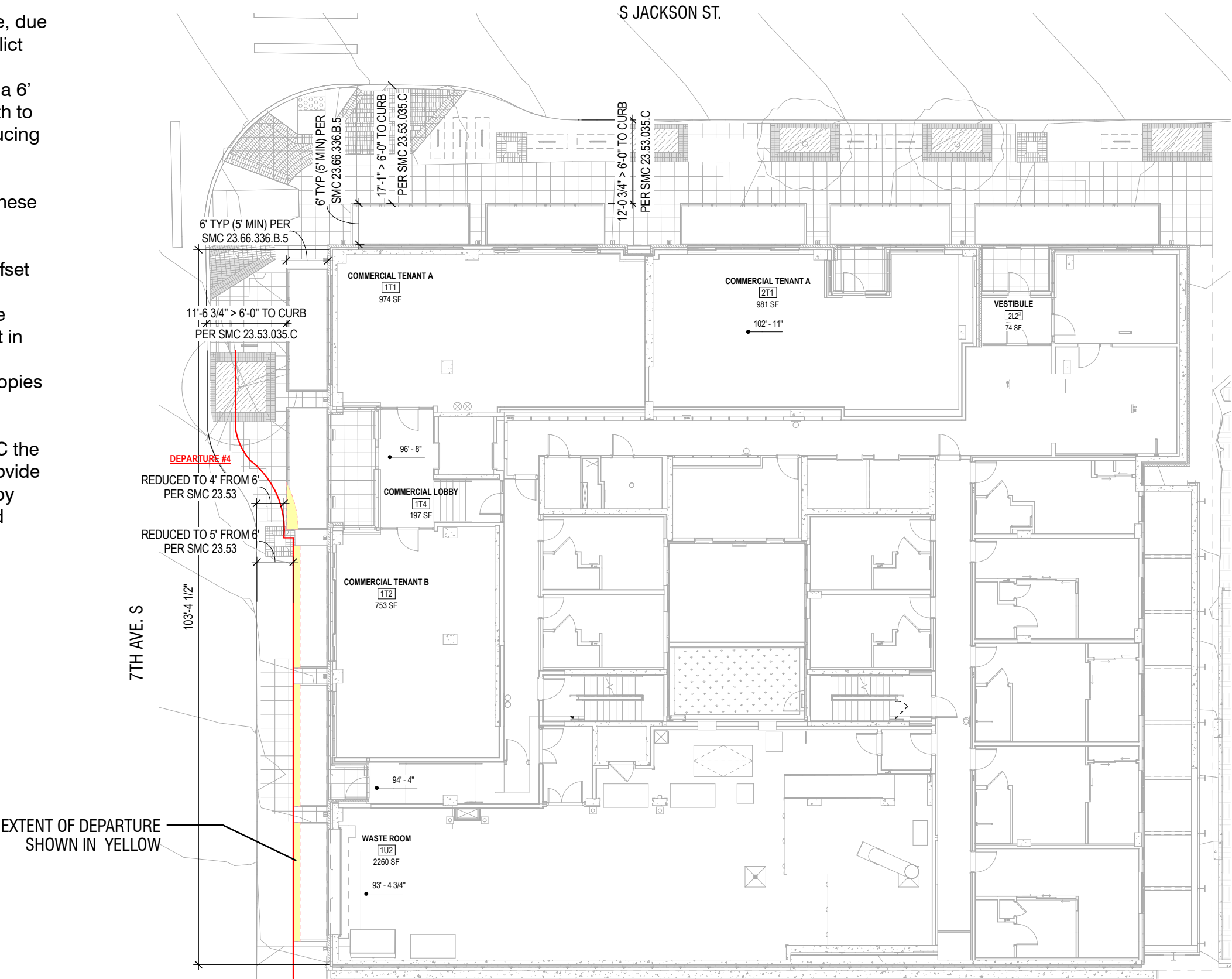
For the southernmost four canopies on 7th Ave, due to the narrow width of sidewalk, there is a conflict between 23.53.035.C and 23.66.336.B.5. Both standards cannot be met. The former requires a 6' offset from the curb, reducing the canopy depth to 4'. The latter requires an 5' canopy depth, reducing the offset from curb to 5'.

The project aims to strike a balance between these two provisions:

- 1. The three southernmost canopies will be 5' in depth, requiring that the curb offset in 23.53 be reduced from 6' to 5'
- 2. The fourth canopy from the south will be 6' in depth, requiring that the curb offset in 23.53 be reduced from 6' to 4'

The change between 5' deep and 6' deep canopies corresponds to the change in canopy height.

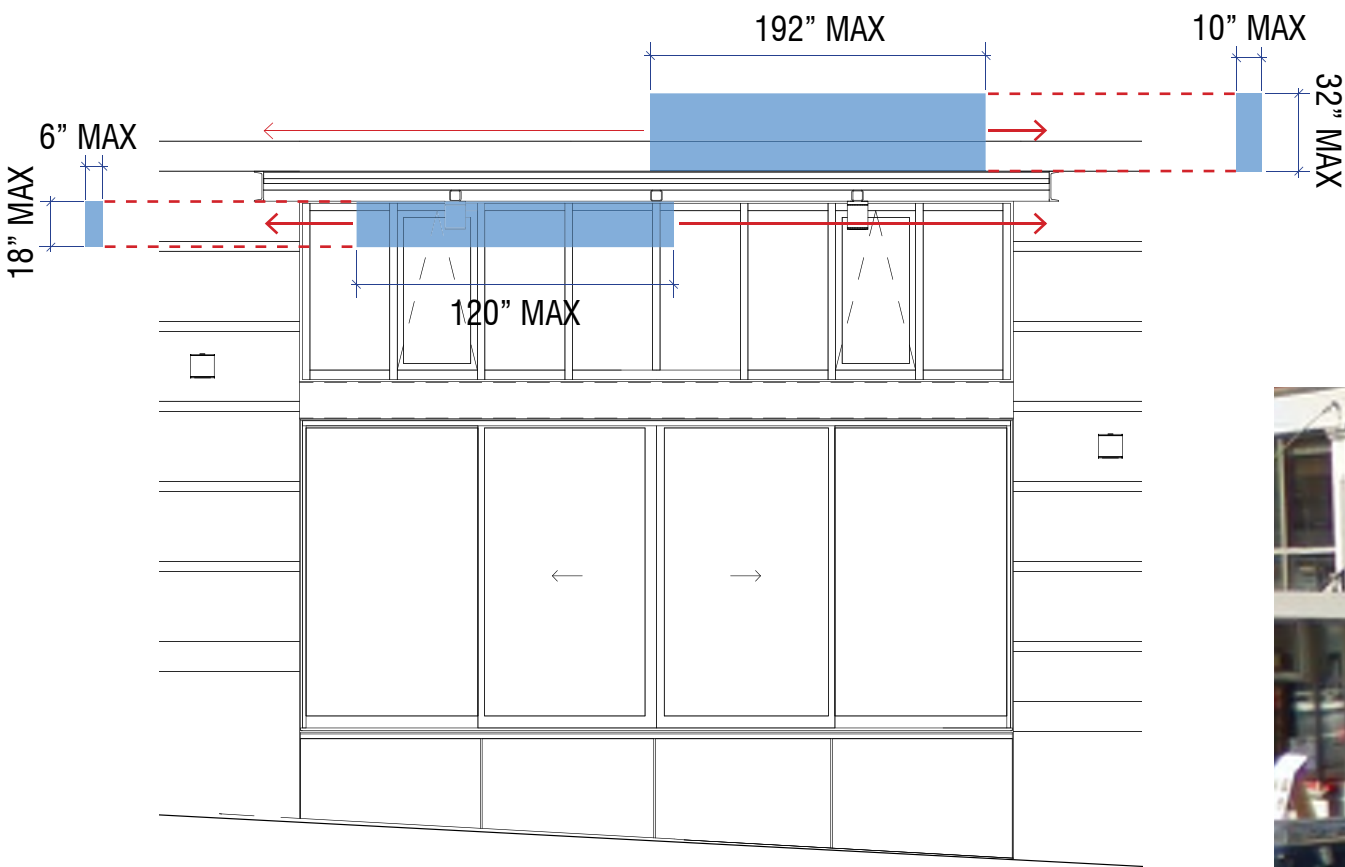
By reducing to the requirements of 23.53.035.C the four southernmost canopies on 7th Ave will provide better weather protection for pedestrians and by meeting or exceeding the minimums stipulated in 23.66.336.B.5 and the 1988 ISRD Design Guidelines.



SIGNAGE

CANOPY SIGN 1

CS1 to include canopy mounted signage running parallel to the facade and located at the leading edge of the canopy. CS1 can sit above the canopy or hang from below. Location of CS1 is flexible along the length of the canopy. Power to run in metal conduit below canopy and all conduit and junction boxes to be painted to match the canopy.



EXAMPLE OF CANOPY SIGNS



AMERICAN HOTEL - 520 S KING ST, SEATTLE



THE PUBLIX - 504 5TH AVE S, SEATTLE

CANOPY SIGN

CS2 to include canopy mounted signage running perpendicular to the facade. CS2 to be hung below canopy framing. Location of CS2 is flexible along the length of the canopy but should be aligned with one of the canopy support members that is not already hosting a light fixture. CS2 length should not exceed the depth of the canopy dimension (typically 6', but 5' in some cases). Power to run in metal conduit below canopy and all conduit and junction boxes to be painted to match the canopy.



EXAMPLE OF CANOPY SIGN



UWAJIMAYA VILLAGE - 521 S WELLER ST, SEATTLE



PHIN VIETNAMESE COFFEE& ECT - 913 S JACKSON ST, SEATTLE

WINDOW SIGN 1

WS1 to include all applied/adhered graphical signage on the inside or outside face of window glazing. Non-adhered signage, shall be mounted to inside of glass only.



EXAMPLE OF WINDOW SIGN



THEATER OFF JACKSON - 409 7TH AVE S, SEATTLE



WING LUKE MUSEUM - 719 S KING ST, SEATTLE

NEON SIGN 1

NS1 to include all illuminated signage and must be mounted inside of glass.



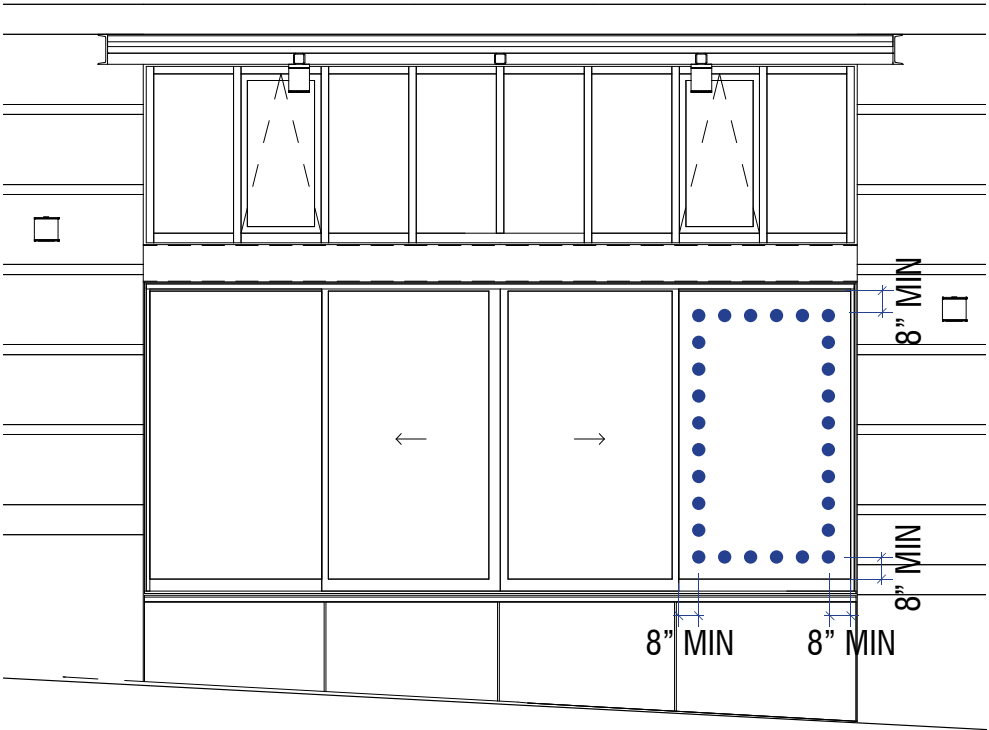
EXAMPLE OF NEON SIGN



A+ HONG KONG RESTAURANT - 667 S KING ST, SEATTLE

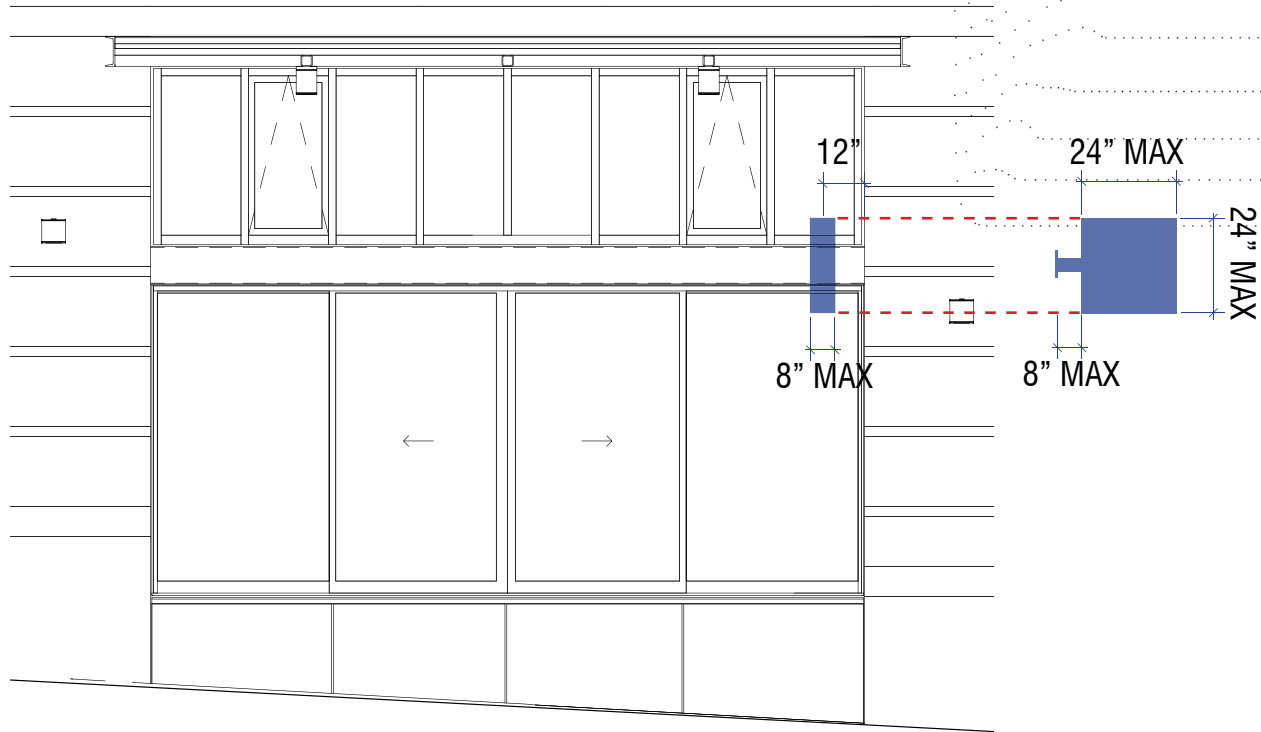


OASIS TEA ZONE - 519 6TH AVE S, SEATTLE



BLADE SIGN

BS1 to include signage mounted perpendicular to face of storefront spandrel panel. Signage must be attached using standard mount. Exact location of BS1 is stipulated below. Power is provided in this location for illuminated signage, but signage is not required to be illuminated.



EXAMPLE OF BLADE SIGNS



GREAT STATE BURGER - 504 5TH AVE S, SEATTLE



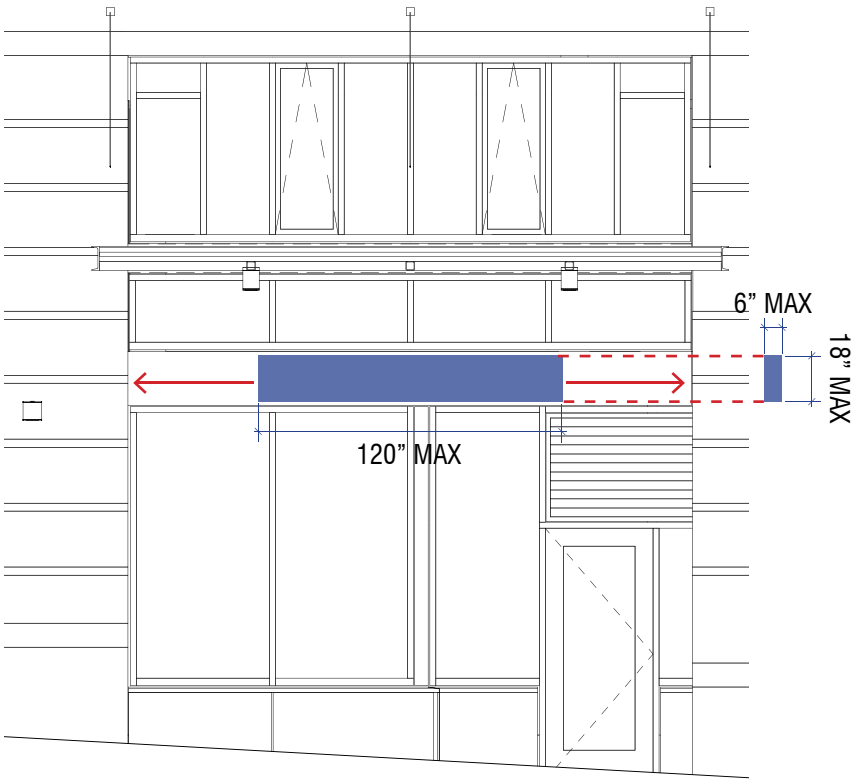
TAI TUNG RESTAURANT- 655 S KING ST, SEATTLE

MARQUEE SIGN 1

MS1 to include signage mounted parallel to face of storefront spandrel panel. Signage Location of MS1 is flexible, but power is provided in the center for illuminated signage. Signage is not required to be illuminated.



EXAMPLE OF MARQUEE SIGN



BAEGOPA - 509 7TH AVE S, SEATTLE



HARBOR CITY RESTAURANT - 707 S KING ST, SEATTLE

DOOR SIGN 1

DS1 to include all applied/adhered graphical signage on the inside or outside face of door glazing. Non-adhered signage, shall be mounted to inside of glass only.



EXAMPLE OF DOOR SIGN



601 S KING ST, SEATTLE



EVERGREENS SALAD - 504 5TH AVE S, SEATTLE